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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

# TORQUE TUBE



VOLUME XXI • NUMBER 6 • JULY/AUGUST 2003





# The 9<sup>th</sup> Cylinder

BY HARRY LOGAN (#651) EDITOR

**Dear Members:** After ten and a half years, this is my 64th and last Torque Tube. It's time for me to move on to some other goals. I've met a lot of nice people doing this job and learned a lot about Buicks. But now it's time to turn it over to a new man.....**Mark Jordan** (#1297). Please help him by sending in articles and tech tips. His e-mail address is: [torquetube3738@yahoo.com](mailto:torquetube3738@yahoo.com).

All other hard copy material can be sent to: **P.O. Box 21000, Oakland CA 94620**.

I could not have done 64 Torque Tubes without the assistance of our Art Director

**Dug Waggoner** (#10). He makes the Torque Tube look so good. Dug is the easiest man I have ever worked with and an all round great guy! Thank you Dug.

And a special thanks to **Bill Olson**, our former Editor, who has been mailing the Torque Tube to our overseas and Canadian members for the past ten years.

Here's new member **Erik Hoetjes** (#1712) cream 1938 Special Convertible Coupe Model 46C. Erik bought it about a year ago in the USA and shipped it to the Netherlands where he lives.



## TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS

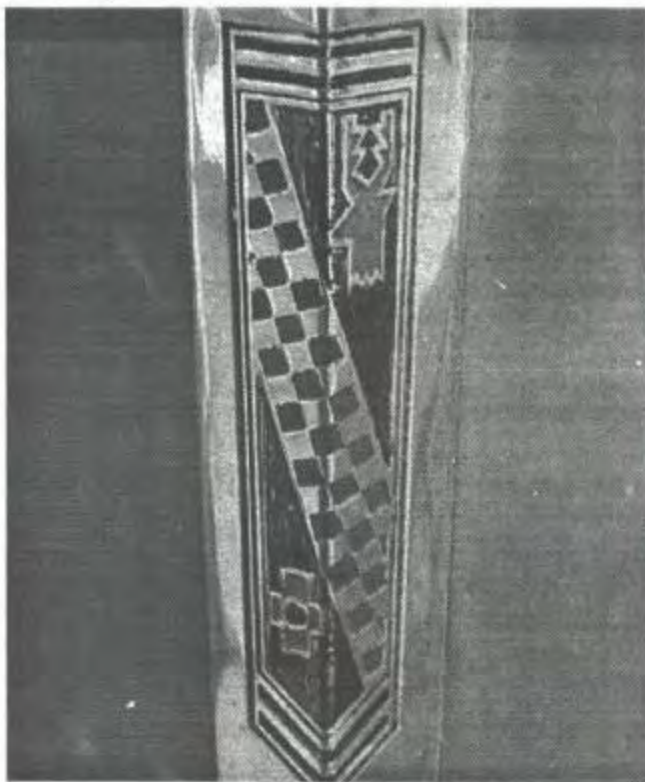






**John R Young** (#1579) sent me this next picture of a confusing street sign. Hope we don't run into signs like this on our old car tours.

This model of the famous Buick Y-Job concept car was offered for sale on eBay last May. Thanks to **Charles Jekofsky** (#524) for sharing it with us.



I photographed this '38 grille badge (Buick coat-of-arms) off of **Ron Vellekoop's** (#926) 1938 Century Sport Coupe. The lines around the edges are black, the small squares are light blue, the background is red as is the dot in the center of the cross. The cross and stag head are gold.



The **TORQUE TUBE** is published every two months for The New World Wide Membership dues are \$40.00 per year.

Persons joining during the year will receive all back issues from September 1.

All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

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**The TORQUE TUBE**  
P.O. BOX 21000  
OAKLAND, CA 94620 USA

the education and enjoyment of the **1937-1938 Buick Club**.

Membership year is September 1 to August 31 of the following year.

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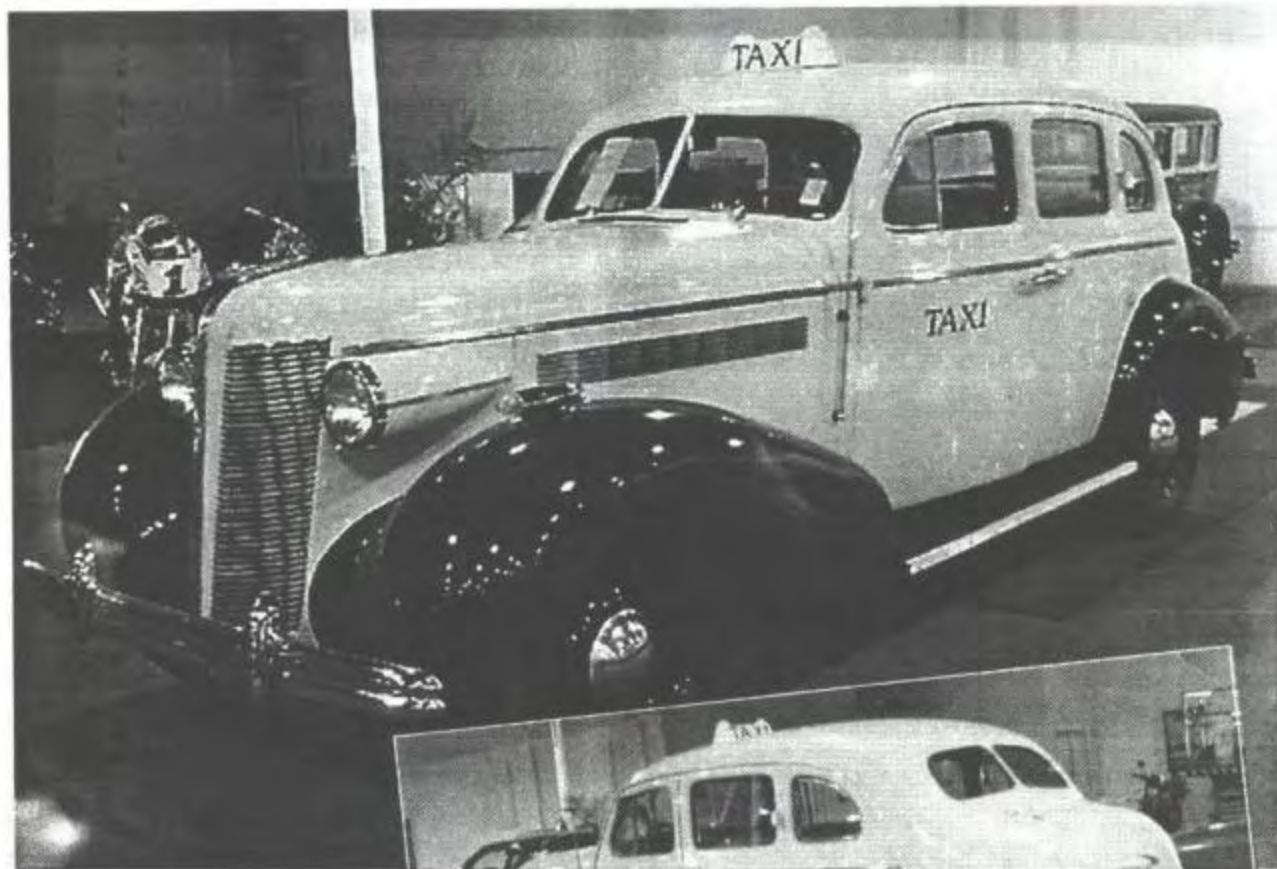




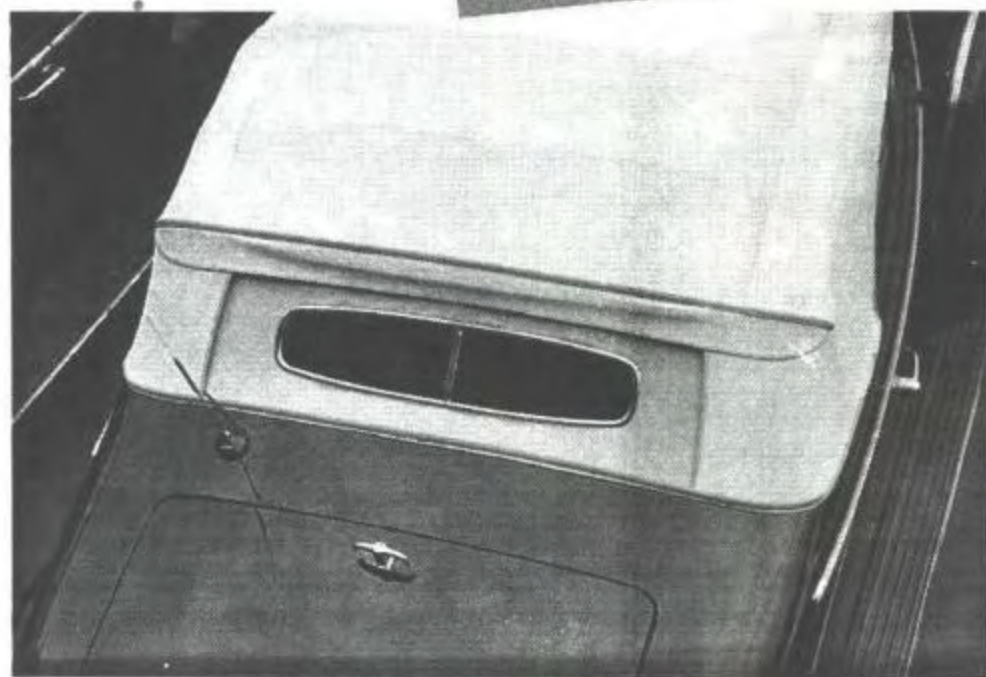
*This original article on 1937 Buicks was offered for sale on eBay in May. If someone knows who purchased the item please contact the Mark Jordon, there might be something interesting to run in the Torque Tube.*



*This restored 1938 Special Motor Home was pictured at the Flint meet in July. It's owned by **Jim Hudson** (#1275) in Minnesota. See the September/October, 2000 Torque Tube which featured the motor home before it was restored.*



Another car offered for sale on e-Bay was this 1937 Special TAXI that was in the movie Pearl Harbor.

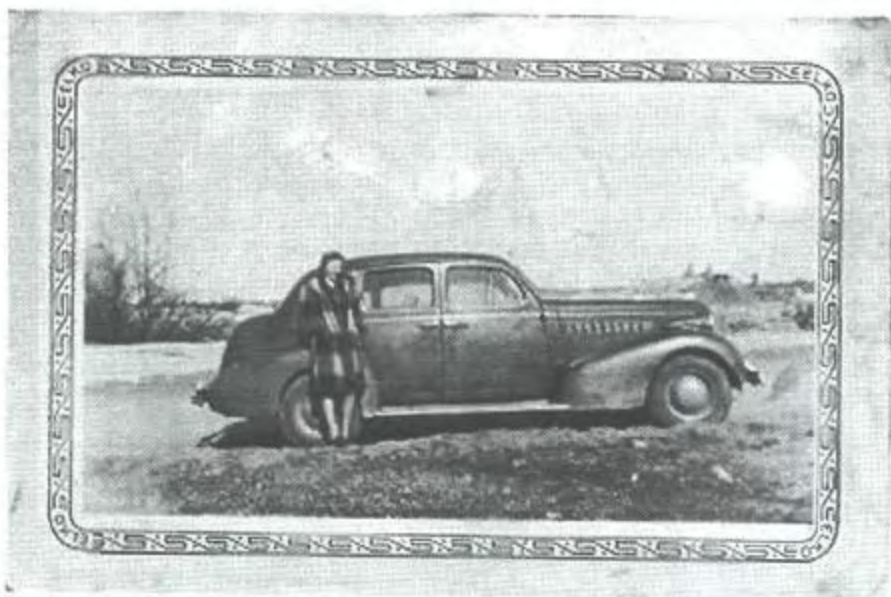


This is the correct window for a 1937 Special or Century convertible coupe. The 1938 Special or Century window is the same only minus the vertical bar in the middle. This window is on Dan Lash's 1937 McLaughlin-Buick 46C.





This '38 Buick Special Sedan was for sale in May on eBay. The car was in Maine. It looks like a parts car to me. I can see some good parts on it.



This old photo of a 1938 Buick Special Sedan Model 41 must have been taken in winter the as the lady is wearing a coat. This photo was for sale on the Internet in June.



This restored silver 1937 Sayers & Scoville Buick hearse was offered for sale on eBay in June. It had a black interior and two side doors and one in the back. The drapes are original and made of metal. It was bid to \$28,600 when I looked at it.



This Chicago street scene shows Roosevelt and Halsted streets in 1944. Note the fastback Buick sedan to the right of the street car. Thanks to Doug Nipper for sharing this photo.





In March I received an e-mail from Herman Zapp telling me he was driving from Argentina to Alaska with his wife Candelaria and one year old son Pampa in a 1928 Graham Paige and could they stop by. At that time he was still on the East Coast. When he parked in our driveway, my wife thought the Beverly Hillbillies had arrived!



They turned out to be a very nice young couple and were even written up in the April issue of Hemmings. They spent the night with us, telling us of their 3 year journey including lashing two row boats together to make a raft to float them and their car down the Amazon river. Their son was born two years into the trip in North Carolina. They have little money, but people have been helping them along the way with new tires, rebuilt



their engine, repaired the old wooden spoke wheels etc. and put them up in their homes.

They hope to be in Alaska by September. If you want to learn more about their journey, go to Internet search engine [www.Google.com](http://www.Google.com) and search for Herman Zapp. You will see many articles about them. If you want to contact them, their cell phone number is: (415) 806-8323. It's quite a story!





It's amazing where items come from. Robin Decatur in Oklahoma visited our Club Website (<http://clubs.hemmings.com/1937-1938buick/>) and then sent us this photo of her grandmother and great uncle and their '38 Convertible Coupe. The car was purchased in August, 1949 in Petaluma, CA. The photo was taken in 1949 in Pocatello, Idaho. I believe it is a Special because of the cloth trim on the top back of the door and over the rear window. Century's had stainless trim. The car was eleven year old and still had the original patched tan top and rear window, an add-on whip antenna and was missing the running board trim strip, fender light lens and BUICK emblem on the sidemount cover. The sidemount treadcover is missing its trim strip. I can see a spotlight on the driver's side of the car. The car is black with Dante Red wheels.



Well, I survived the hip transplant operation and am now recuperating at home. For the next two months I will be staying close to home and getting around with a walker as I cannot put weight on one leg. This is to allow the bones to grow into the new prosthesis. Thanks for all your good wishes, they cheered me up.

Now...**DON'T FORGET.....IT'S RENEWAL TIME!** Most member will need to renew their subscriptions. If you see a yellow mark over the expiration date on your mailing label, it's time to renew.

There is an addressed renewal envelope with the Torque Tube you just received. It has the Club's new address printed on it. Use it to RENEW now before you forget! **REMEMBER.....its \$40 per year.** Please don't give our new Editor, Mark Jordon, extra work by sending in \$34 and then he has to write you for the rest.

**It's \$40 for everybody!!** Please make the check out to the 37/38 Buick Club and NOT the Torque Tube. Thanks.

(Thank you Harry, from all the membership.)



Danish member **Erik Bjerring's** (#654) custom bodied 1938 convertible coupe appears on both front and back covers. Note the drab East German surroundings where the car was stored. See story below.

# MY DANISH BODIED BUICK

By Erik Bjerring (#654) - Helsingør, Denmark



A lot of the history of this Buick is unknown. What is known is that it was first registered on April 4, 1938 with license plate number K1720. At that time the Danish police used a number of Fisher bodied 1938 Century convertible coupes. But this car was not one of them.

The body was built by a Danish custom body company. The only indication of that is on the inside of the door panel where it's written: Taastrup Karosserifabrik (*Taastrup body company*).

The car is a Special and not a Century as indicated by the absence of vertical stainless trim strips on either side of the dashboard. Also note that the vent windows have been eliminated. The car has two tan leather bucket seats.

The car was purchased in 1975 by Benny Ahlberg who had it restored. Then in 1980 he sold it to a German. That was a loss of Danish Automotive history. So when browsing through a German antique

auto magazine recently, lo and behold, there it was for sale in Berlin. I felt it rightly belonged back in Denmark and I succeeded in purchasing it.

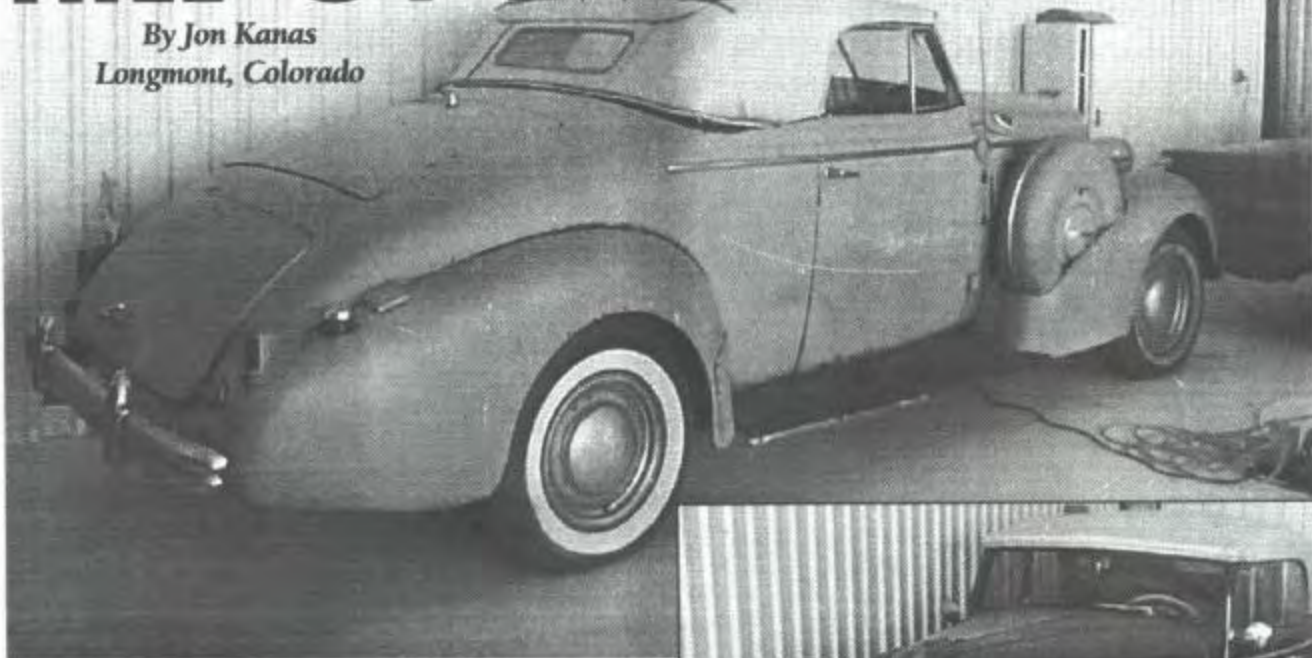
The German owner had only driven it 3000 km (1875 miles) in 23 years. But time has taken its toll on the car and I am now in the process of restoring it again.





# TALE OF TWO BUICKS

By Jon Kanas  
Longmont, Colorado



**M**y childhood best friend was Robert. His father was Doctor Z and collected interesting cars. Throughout my childhood I remember excursions and adventures involving a 1947 Cadillac, a 1940 LaSalle, a Model T, a pair of 1941 Chryslers, a 1937 Roadmaster 80C and a 1937 Century 66C Convertible Coupe. Throughout my high school and college days Robert chauffeured me about in these technological wonders, occasionally permitting me to drive them. Thanks to Robert, I mastered the clutch, the double-clutch, fluid drive and more.

The two most interesting cars by far, were the pair of 1937 Buicks. Robert and I preferred the Roadmaster, while Robert's father Dr. Z used the



Century as his daily driver until the late 1970's. Double-dating in the big Roadmaster was great! If you got home home after curfew, you could always blame mechanical problems. Inevitably, the parent would come out to see the car, anger quickly diffused by the unique transport in the driveway.

Throughout my adult life I have relentlessly badgered Dr. Z in an attempt to purchase a Buick. Each time, with a coy smile, I would be advised that they were not for sale. Finally, in November 2002, Dr. Z advised me that he would consider an offer.

In subsequent discussions, he expressed interest in my making an effort to preserve the Century, although it was in worse overall condition than the Roadmaster. We finally were able to sync our schedules, and made an





appointment to meet on June 20, 2003 to inspect and consummate the purchase of the Century.

On June 5, 2003, Robert phoned me to advise me that Dr. Z had been diagnosed with advanced, terminal cancer and that he wished to sell me both Buicks immediately. Within days, I met with Robert and Dr. Z, photographed the Buicks, and completed the purchase. My wife, Kim, was out of town at the time. Throughout the return trip home, I wondered how I was going to explain the sudden ownership of two antique Buicks to her, and where I was going to keep them.

I met with Dr. Z at length again the following week, and received a very interesting history of each car, and of his interest in these specific cars, dating back to his first experience with these beautiful machines in 1940.

During this visit it came to my attention that Robert was truly interested in retaining the Roadmaster, but had hesitated to mention this since his father and I had an agreement. With the encouragement of his sisters, he became the owner of the Roadmaster, and on June 21, 2003 the Century



made the trip to its new home. On June 28, Dr. Z passed away in his sleep. It is with mixed emotions I begin the effort to preserve his wonderful old Buick.

It is my objective to immediately get the Century into reliable running condition, and enjoy it for the rest of Colorado's summer and fall seasons, to be followed by a detailed restoration effort to begin during the winter. I have already met local members of the BCA, and joined both the 1937/38





(continued from page 13)

Buick club and BCA. As a sidelight, my brother-in-law Scott Birmingham also recently purchased a restored 1937 Century Model 61 in Denver three weeks before my purchase. It's really nice to have a "reference" car in the family.

As of July 1st, the radiator is being rebuilt, a new fuel tank is being fabricated, the engine has been cleaned and electrical troubleshooting has begun. In about a month, I should be motoring about in public, with two giggling children in the rumble seat. More pictures and documentation of the restoration effort are available at:

<http://www.qadas.com/~kanas/Vehicles/Vehicles.html>.

### **Buick Background:**

Dr. Z took a driving vacation to Colorado from his native New York City with his parents in 1940. Their car was a 1937 Roadmaster 80C. This vacation was photographed by the family, and the car became his lifelong favorite. His parents sold this Roadmaster in 1941; in anticipation of fuel rationing, service stations were only open until noon on Sunday making long driving trips difficult because of the Buick's poor fuel economy. After graduating top in his class from Harvard Medical School and serving during WWII, he moved his family from New York to Colorado Springs, started his private medical practice, and began the search for a 1937 Roadmaster in 1954.

### **Century History:**

In November, 1955, Dr. Z spotted an ad in the Denver Post for a 1937 Buick, good condition in Englewood, a suburb of Denver. His intent at that time was to use the Century as a parts car for the yet-to-be-purchased Roadmaster. He drove to Englewood with his daughter and paid \$100 for the Century 37-66C. It was missing its running boards, and rumble seat hardware, but otherwise intact and running well for an 18 year old car. Upon driving the Century for awhile, the thought of using it as a parts car evaporated.

### **Roadmaster History:**

Throughout the early 1950's, Dr. Z had seen a qualifying Roadmaster on occasion in Colorado Springs. It needed a top, upholstery and paint, but it was the car he wanted. One morning, it



was sitting in his office parking lot. It did not take much additional sleuthing to find the owner. Bonnie Vail did not want to sell. Vernon Vail did.

After a year or so, Dr. Z came upon the Roadmaster and its owners, addressing a flat tire on a major street in Colorado Springs. "If you still want this car, it's yours." The purchase was completed, again for \$100. Dr. Z had his Roadmaster. He immediately spent \$450 to get new upholstery and tires, much to the dismay of his wife.

During our discussion Dr. Z sternly advised that the Roadmaster not be taken up Pike's Peak with the top down. The time required to put the top back up was significantly greater than the time mother nature allows for abrupt changes of weather at 10,000 ft. Clearly, this was the voice of experience.

Prowling through junkyards became a favorite pastime for father and son, much to the chagrin of family and friends, especially the excursions which seemed to interrupt many vacations. It was during these adventures that a variety of parts were located and hauled home, including but not limited to the running boards for the Century.

*"In about a month,  
I should be motoring about  
in public, with two giggling  
children in the rumble seat."*

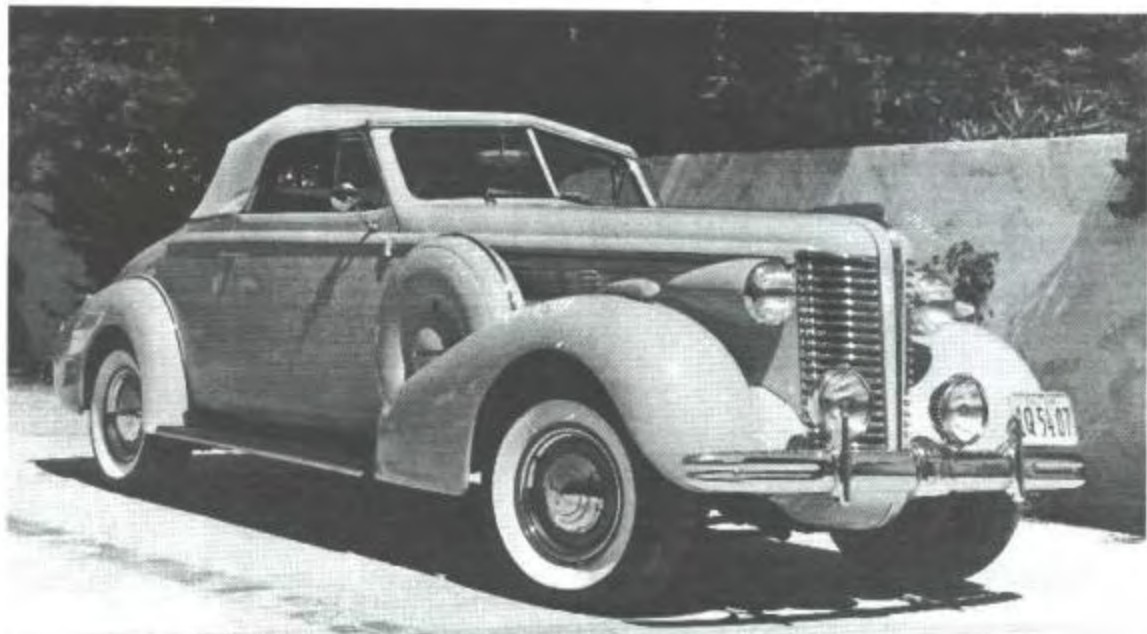


# '38 CENTURY CONVERTIBLE

By the Editor



This black '38-66C was part of Ohio Buick dealer Len Emmke's collection of antique Buicks. It had a "sharktooth" accessory center bumper guard, fog lights and mirrors mounted on the sidemounts. After Len Emmke's death, the 38-66C was sold.



It is now owned by **Randy Unthank** (#986), Chatsworth, California. Randy had the sidemount mirrors removed and re-painted the car beige with red wheels. The car now has Tripp lights and a BUICK 8 bumper badge. Randy also owns a restored 1938 Roadmaster Formal Sedan Model 81F with the roll-up divider window between the front and back seats.

# DADDY'S WHEELS

By Bill Bash (#1567) - Moreno Valley, CA

**W**hen I was a teenager growing up in Riverside, in Southern California, any big old four door car would be called "Daddy's Wheels."

If you were cruising around in a four door sedan, the whole crowd at the hamburger hangout would know that you were driving the family car....thus the term "Daddy's Wheels."

I was born in 1942 in San Diego, California. Dad worked at an defense plant and drove a 1938 Buick four door sedan.

My wife's father also had a 1938 Buick Roadmaster sedan. While looking for our "dream car," my wife spied our 1938 Buick Special Model 47 and said: "Now there's a car!" So with that endorsement, I purchased the car.

Thanks to the Torque Tube article in the July/August 2002 issue, we now know that our car was built in Flint, Michigan in September 1937.

We fixed it up so that it runs and drives like a dream (got lots of help from Bob's Automobilia). Initially, I received a lot of moral support from our



*Here's a photo of my sister holding me next to "Daddy's Wheels" in 1943.*

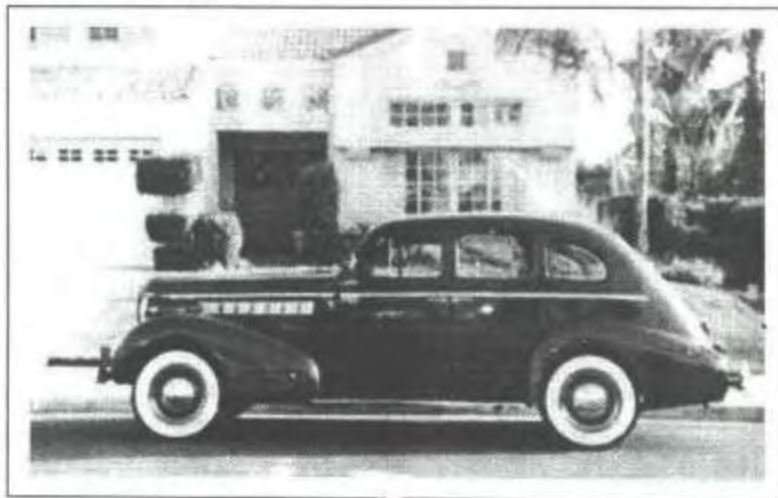
family, then as I ventured out to car shows I met Greg Field, who promptly signed me up in the Buick Club.

I have gotten untold hours of joy working on the car and searching for parts. However, receiving recognition for your efforts by receiving a trophy is a major icing on the cake! Now I am one "old cruiser" who no longer feels embarrassed to pull

into the local hangout in "Daddy's Wheels".

Most of all, the greatest joy comes from meeting the people at the car shows and speaking with them and learning about their experiences with their "dream cars".

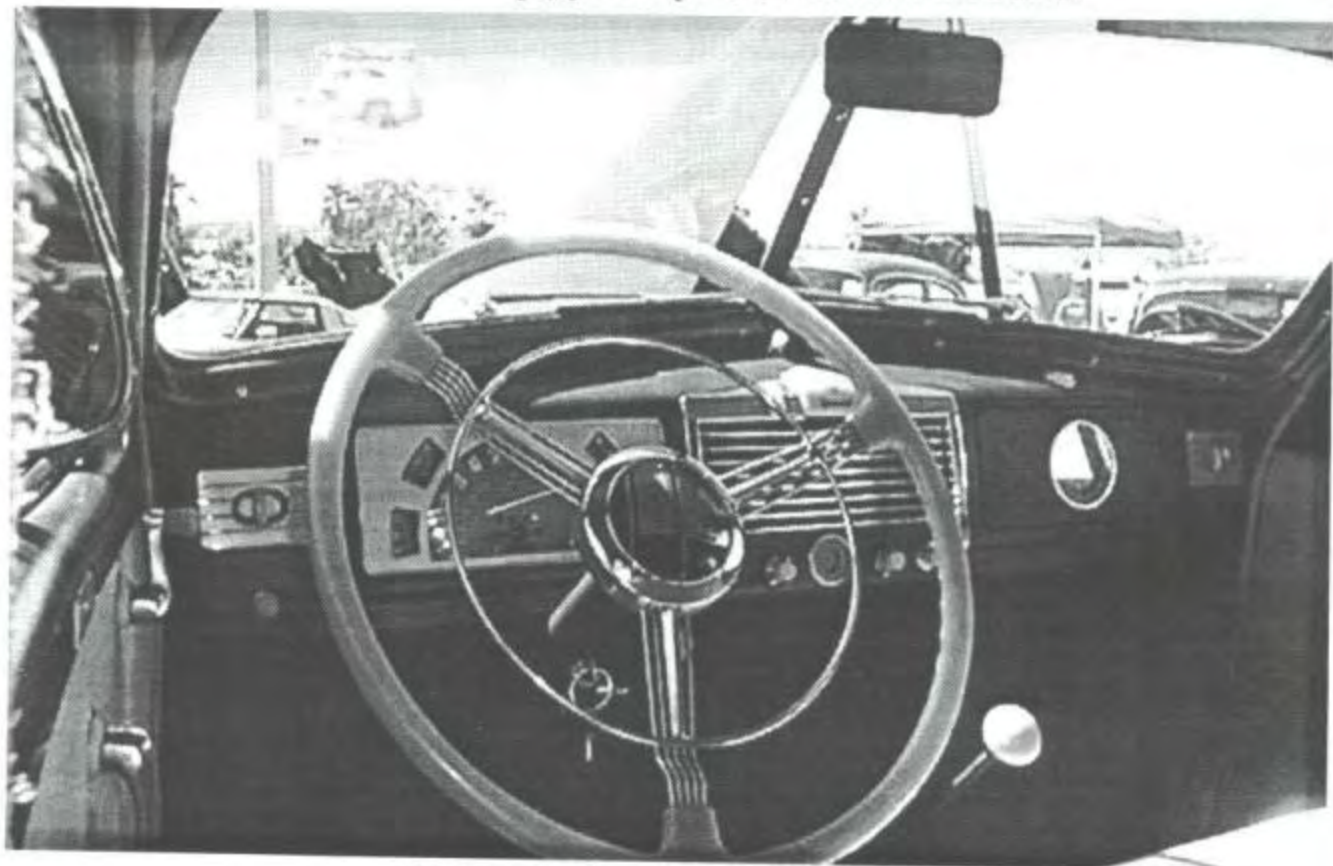
We were especially fortunate to meet Greg Field. On several occasions we were the recipients of his gracious hospitality at his home where he showed us his Buick memorabilia and his beautiful cars. He gave me excellent advice and always knew where to find parts for our Buick. We miss Greg, and I'll always be grateful for the help he has given me.







*We enjoy our Buick and take it to local cruises and car shows. The photo of it with the hood open was taken in the summer of 2002 at California Classics show in Riverside where it won the trophy for best pre-1954 interior. What a thrill!*



*“Now there’s a car!”*



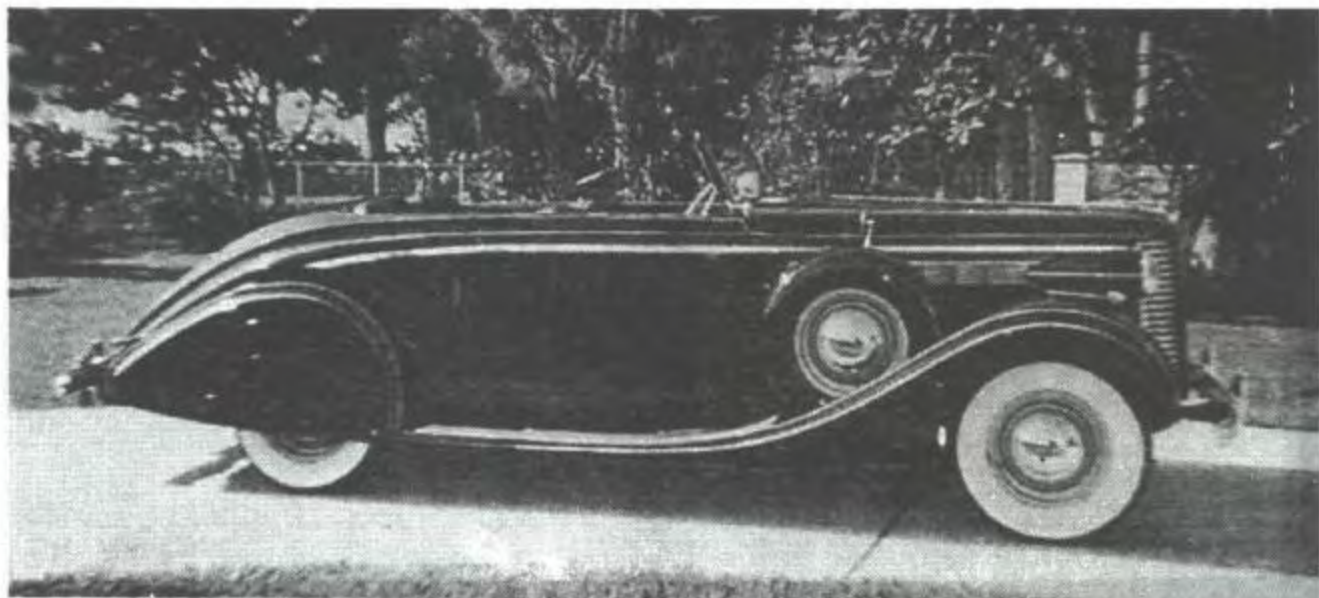
# The \$100k 1938 Buick

*By the Editor*

In the last issue, I mentioned that a 1938 Buick Special convertible coupe was auctioned for \$105,000 March 8 at the RM Auction at Amelia Island, Florida. It had right hand drive, leather and wood interior trim and a British custom convertible coupe body by Lancefield. The car belongs to John Beebe in Osprey, Florida.



Many British and European coachbuilders erected bodies on Buick chassis. Few are more attractive than this car with its custom body and fenders, leather and wood interior and a fully concealed top.

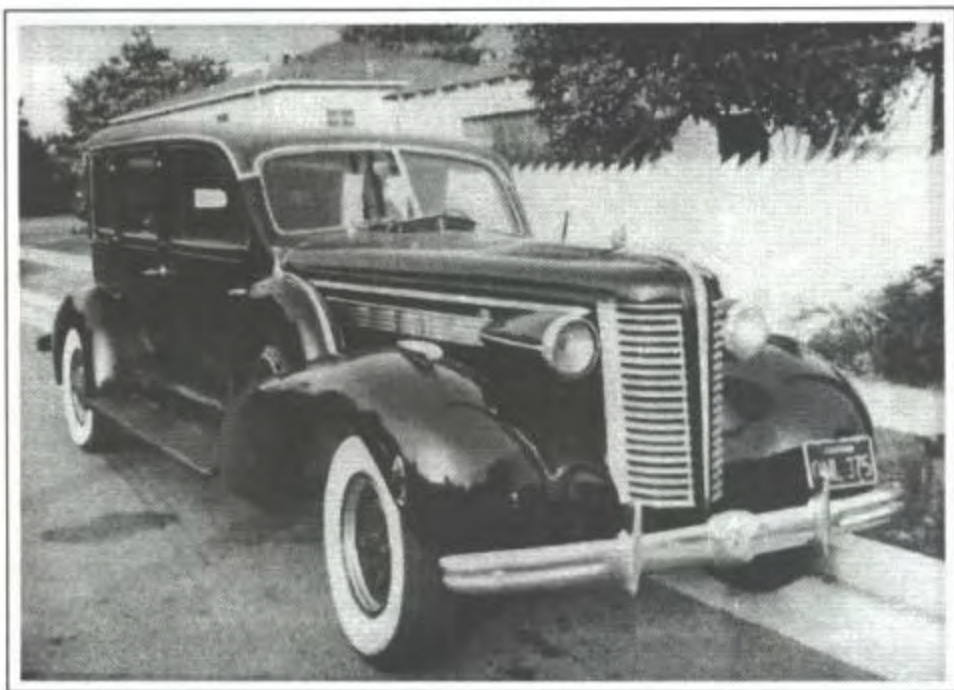


The body lines are in a constant flow from the front to the rear skirt covered fenders reminiscent of the LeBaron styling in the Packard 1934 Sport Phaeton and the 1936 Mercedes-Benz 500K.



# FLEETWOOD BODIED 1938 BUICK LIMITED

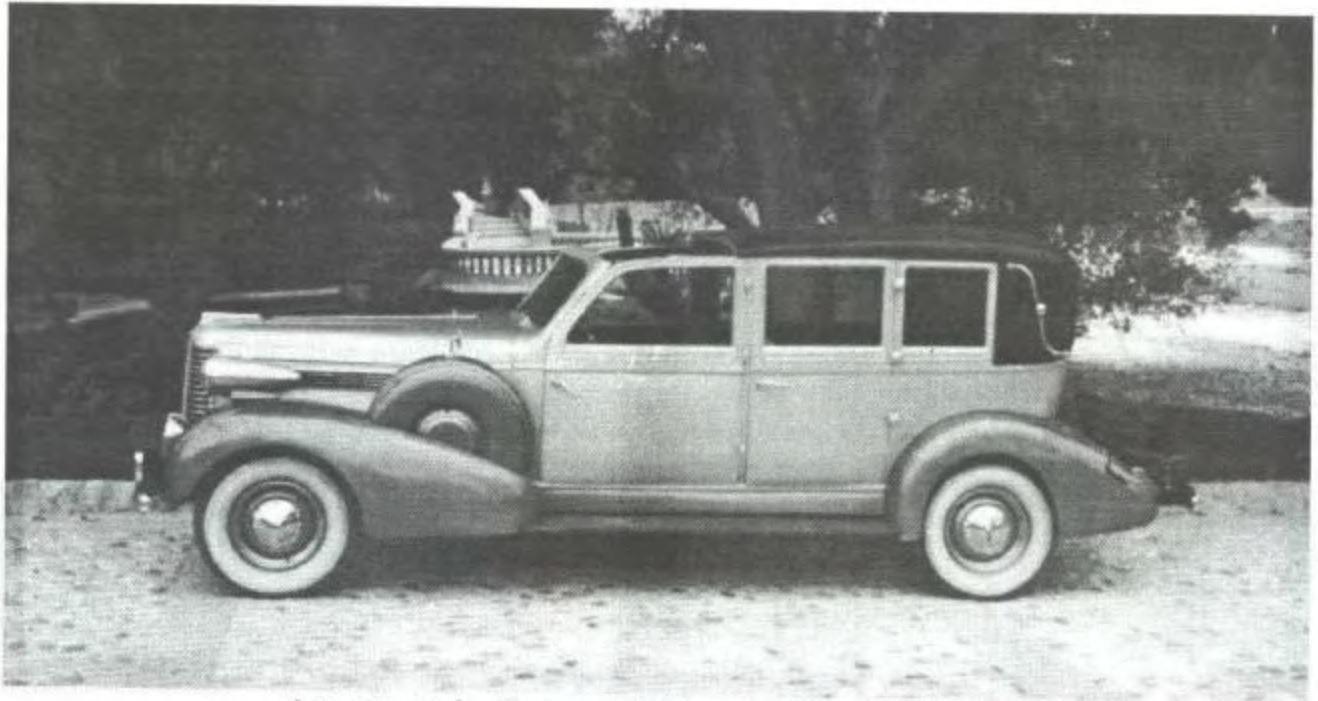
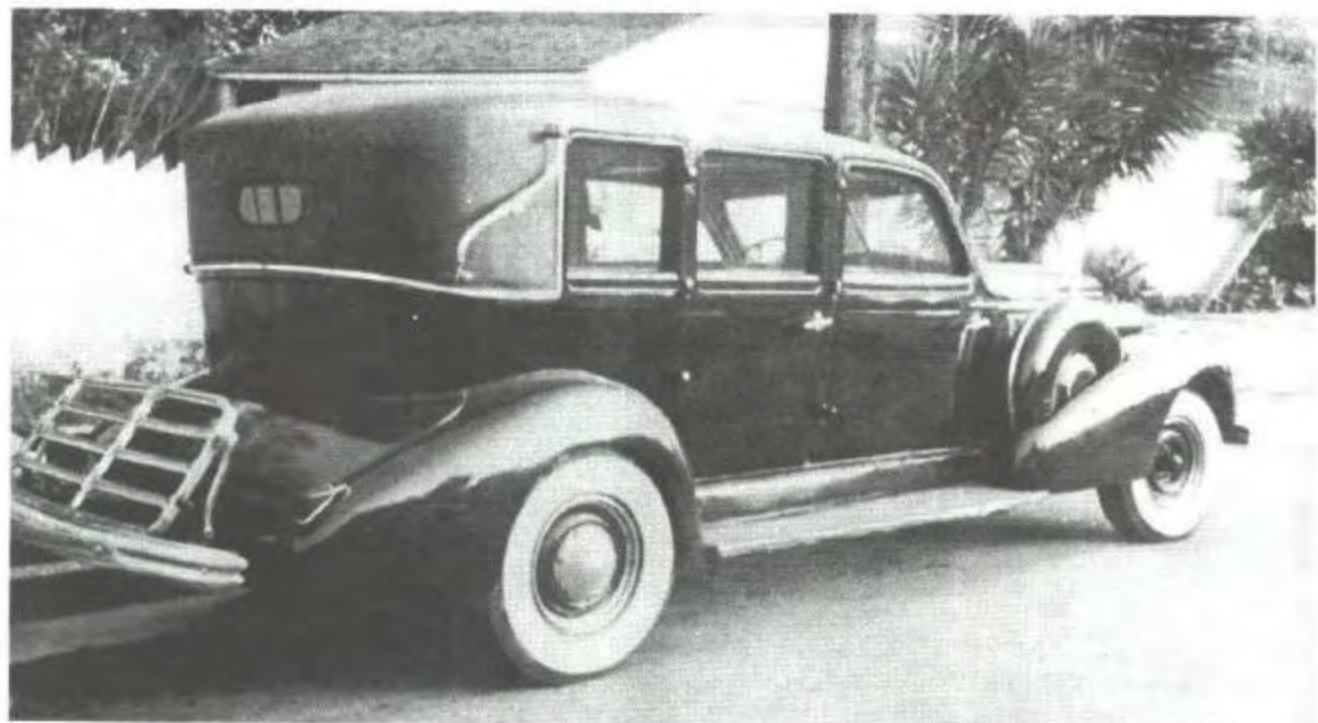
*By the Editor*



The March/April Torque Tube had an article on this black **Fleetwood** bodied 1938 Buick Limited. The car has been in the Southern California area for years, maybe all its life. I incorrectly wrote that it was sold to a collector in Nevada. The car is actually owned by **John Schroeder** (#1660) in Glendora, California. The car was originally painted black as seen in these photos.



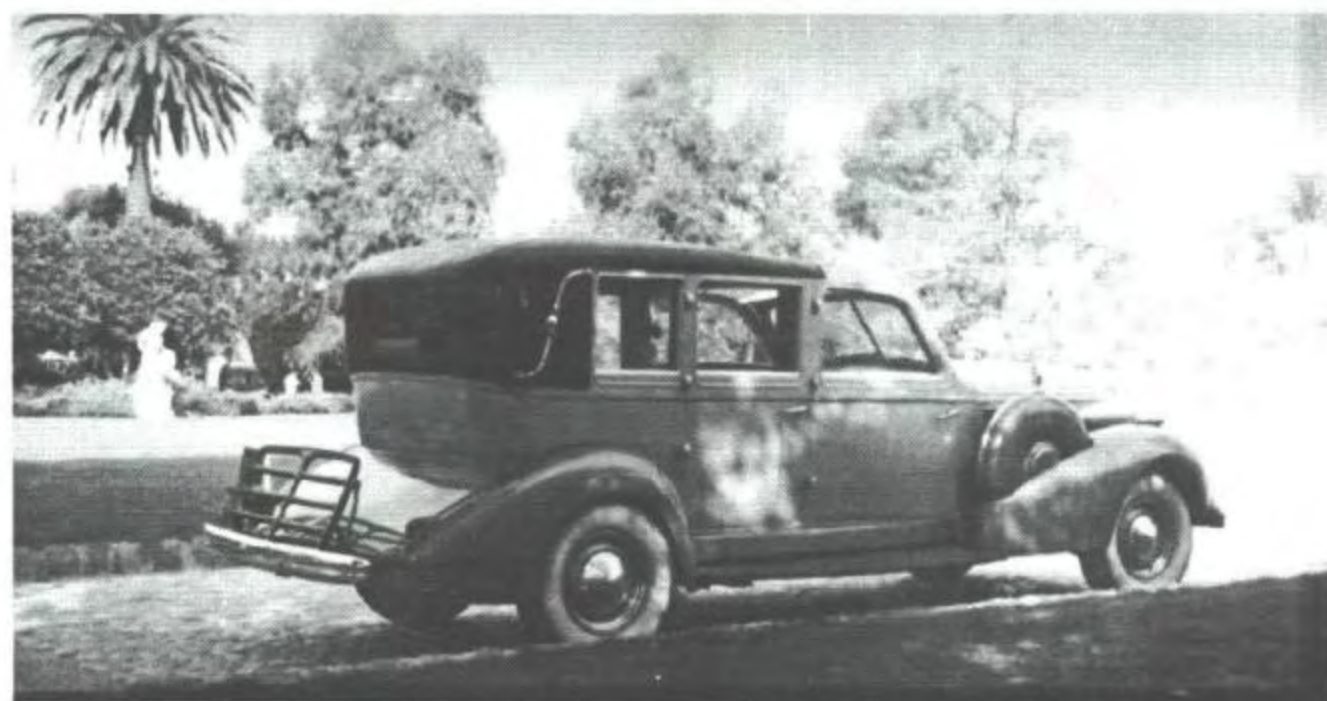
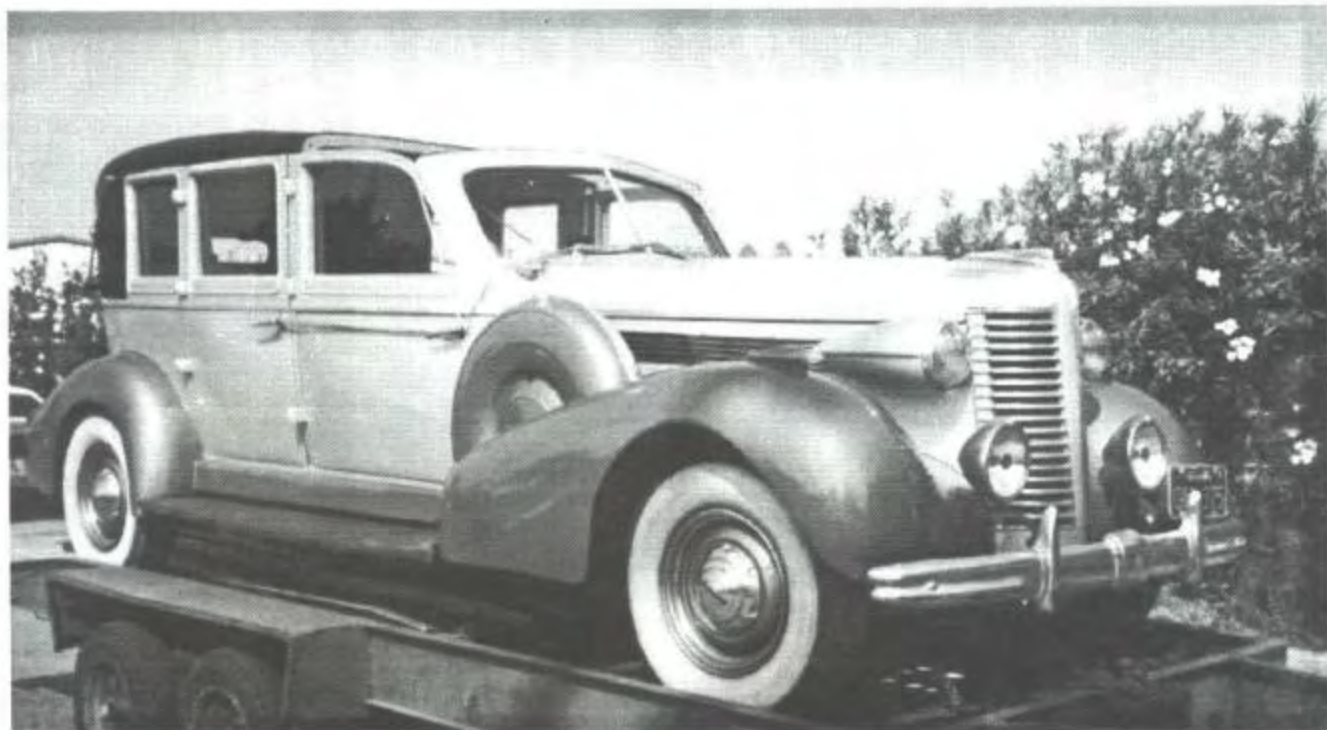




A movie studio that rented the car had it painted silver.

# FLEETWOOD BODIED 1938 BUICK LIMITED





John Schroeder is in the middle of renewing all the wood and refurbishing the car.  
Hopefully he will give us an update on how the restoration is progressing.

# FLEETWOOD BODIED 1938 BUICK LIMITED

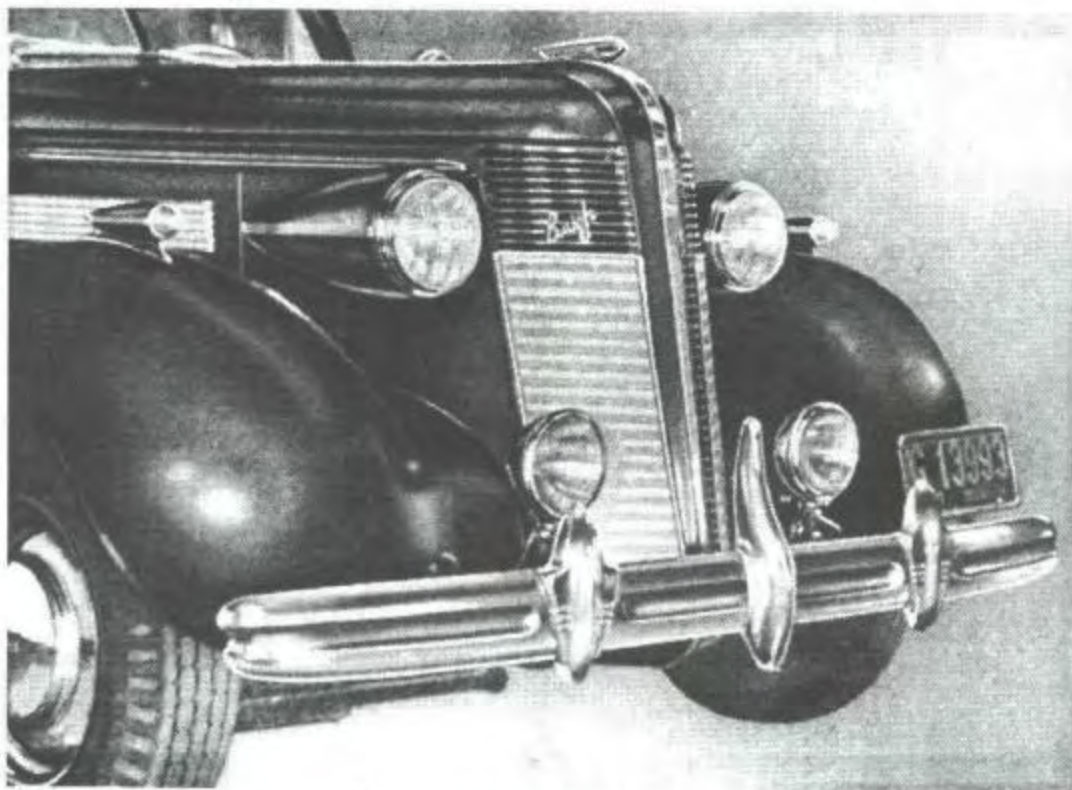




## Technical TIPS

# 1937 BUICK ACCESSORIES

*By the Editor*



This photo shows some of the accessories the original owner could have added to his new 1937 Buick. All the accessories cost extra including the glove box clock, radio, heater, defroster, side view mirrors, fog lights and Grill Guards.

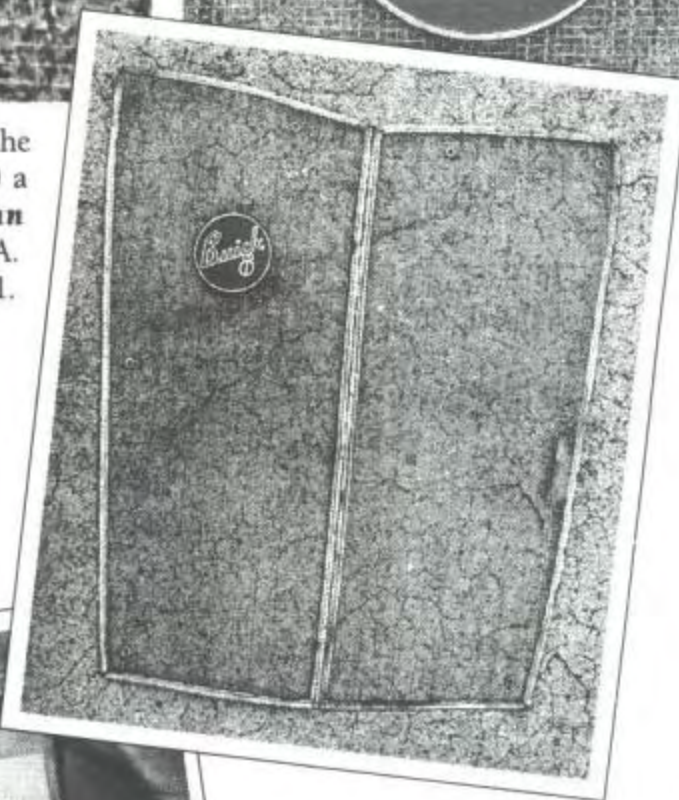


This 1937 Buick Roadmaster bodied by Brewster is wearing a pair of the accessory Grille Covers and Grill Guards. This car was featured in the last Torque Tube.



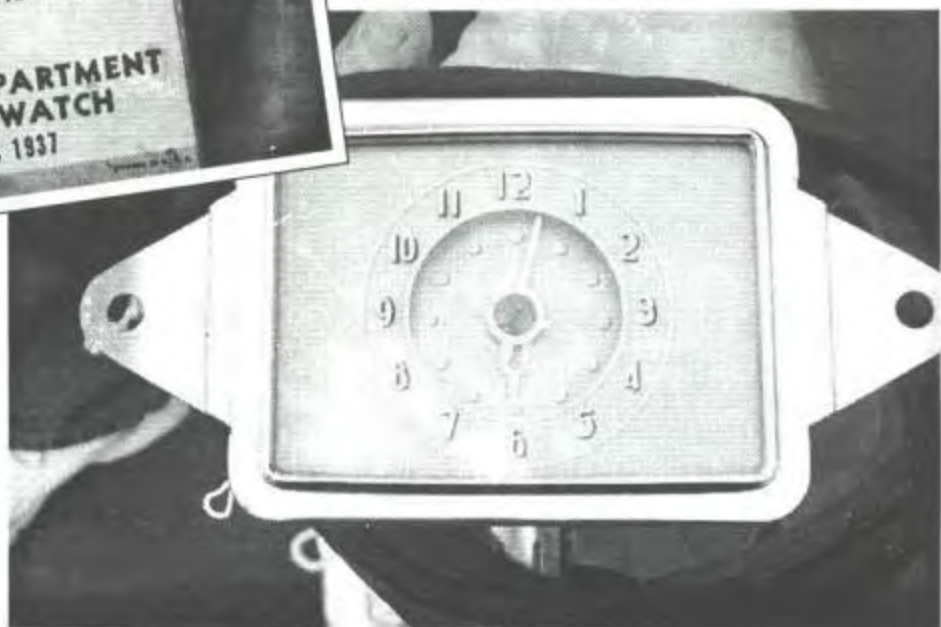


These photos show a NOS accessory, the Twin Grill Covers. They cost \$1.10 a pair. This pair belongs to **John McMillan** (#725) in Los Angeles, CA. John owns a '37 Century Sedan Model 61.



Another accessory was the glove box clock. It came in a box like this.

Buick called it an Electric Watch. It usually came as a package with Chrome Wheel Rings and License Plate Frames for \$20 to \$24, depending on which series car you ordered.



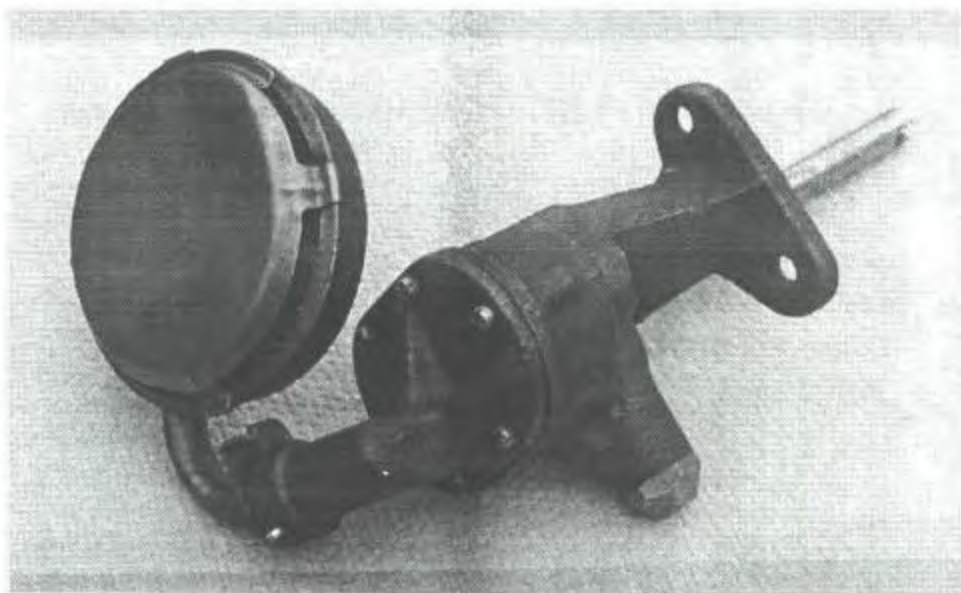




## Technical TIPS

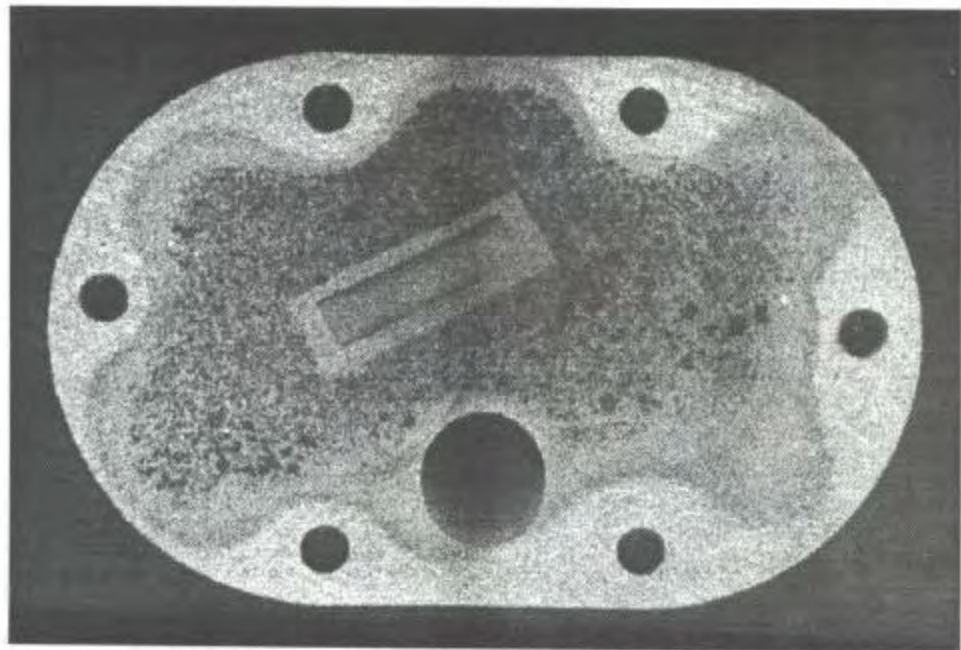
# A LITTLE MORE ON OIL PUMPS

By Hugh Patterson (#300)-Iowa E-mail: [hughp36@aol.com](mailto:hughp36@aol.com)



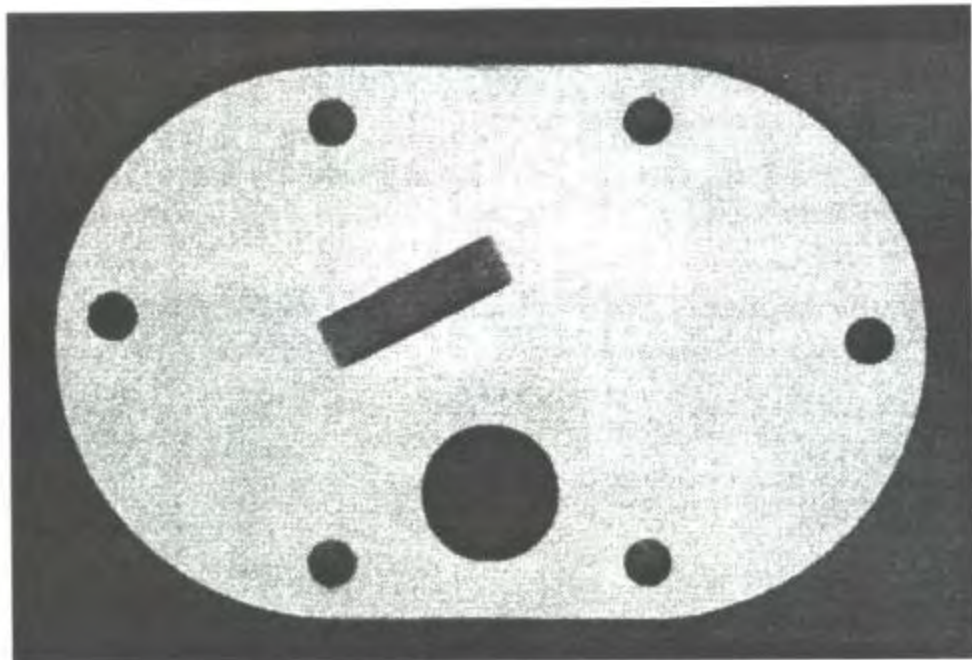
There have been a few articles written by our members on the problems with the poorly designed die cast cover plate on the oil pump. My 1938 Special had zero oil pressure at idle, so I dropped the oil pan and removed and disassembled the oil pump.

My pump did not have the steel plate that was added later to fit between the pump body and the weak cover plate. I bought a plate from **Dave Tacheny** (#997), a regular advertiser in the Torque Tube. I don't know if the plate comes with the pump rebuild kits that are available.



Initial sanding shows distortion of the die cast cover.  
Spray paint was lightly used to provide contrast.





The added plate after surfacing.

I had excessive end clearance between the gears and the cover plate (*which was bulged out due to oil pressure*). I had a machine shop machine the body to provide .001 inch clearance of the gears with the plate. The steel plate that Buick added is not finished and is distorted where the inlet hole was punched out. Therefore, I had the machine shop surface grind the plate for minimum clean-up (*the plate isn't very thick*). I also surfaced the die cast cover by hand, using

crocus cloth on a flat surface and moving the cover in a figure 8 pattern.

When I assembled the pump, I didn't care for the original screws with slotted heads. I was able to find #10-24 x 3/4 hex head screws and cut the end off to 5/8 inch. (Tip: run a nut on before cutting, file chamfer on screw end and run nut off to straighten the threads). The original screws might be too short due to the added thickness of the plate.

#### **AND NOW A WORD OF CAUTION WHEN ADDING THE PUMP TO THE CYLINDER BLOCK.**

This is not mentioned in the '38 shop manual, but the '51 manual gives additional information as follows:

8. Attach pump assemble to crankcase, using the proper gasket which is of thin fiber (*my engine didn't have one and I didn't use one*). Tighten the two screws securely.

9. Test pump alignment by twisting the pump shaft with fingers: shaft should turn freely within the limits of gear backlash. Make this test every 180 degrees through two complete revolutions of the crankshaft. If pump shaft is not free in all positions, loosen attaching screws and shift pump to such a position as to relive all binding.

Of course, you would have to test the alignment again after shifting the pump. The '51 pump appears to be very similar to the '38 pump, so this is good advise.

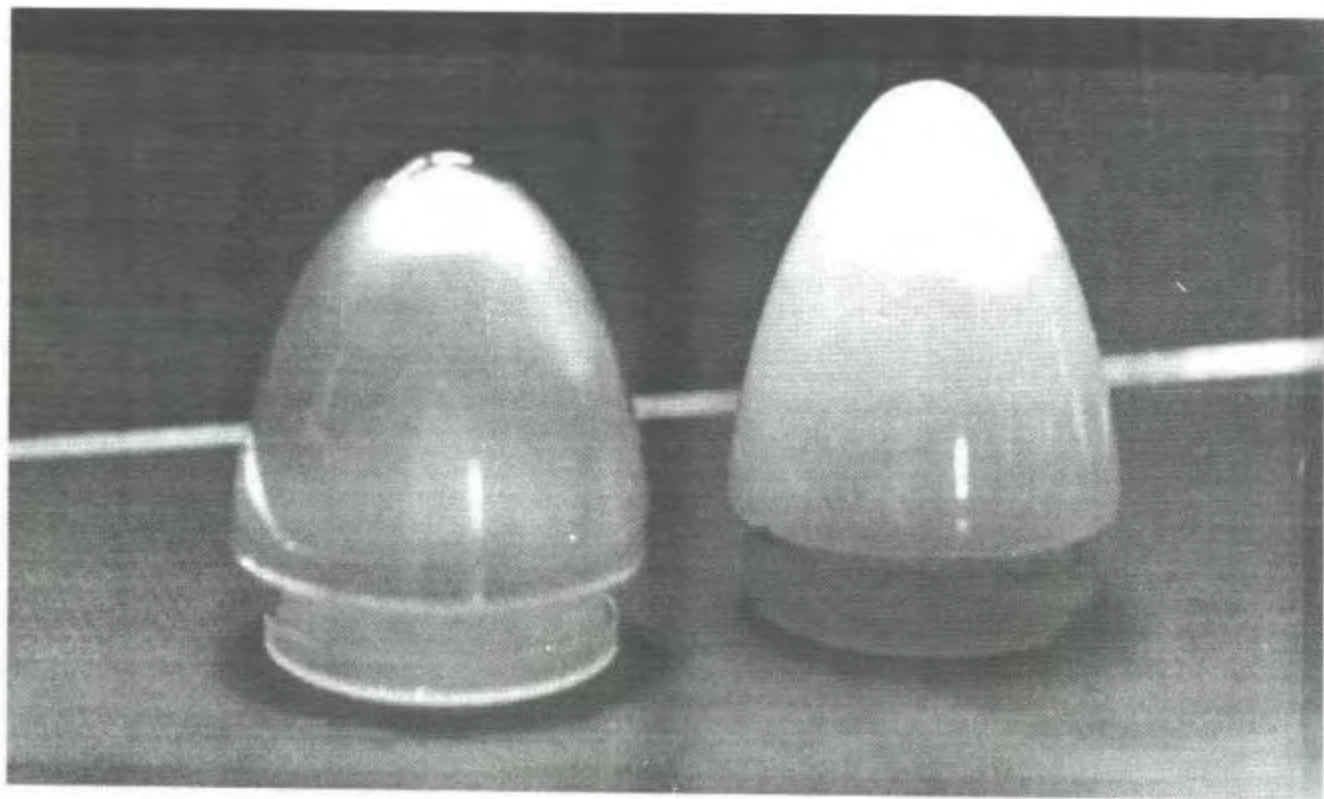




# Technical TIPS

## FENDER LIGHT LENSES

From the April, 1989 Torque Tube



There appears to be some confusion about 1937 Fender Light Lenses. The reproduction lenses sold by various suppliers are offered as "1937-1938"; however, some members have said that 1937 lenses are different from 1938. As is often the case, the truth lies somewhere between.

### FENDER LAMP

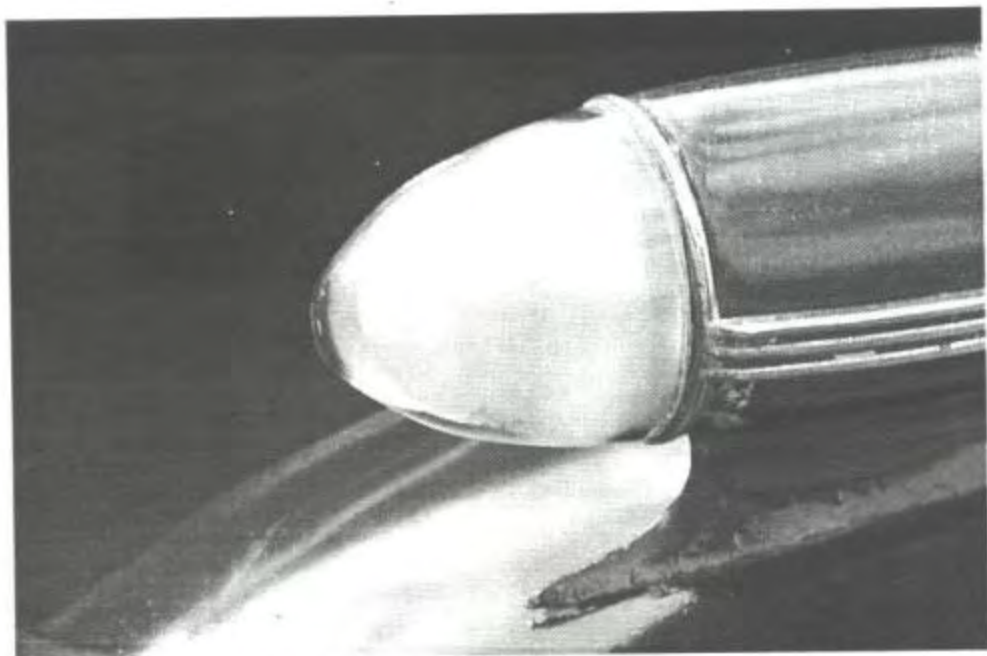
#### LAMP, Complete

.....	<b>295-A</b>	<b>3.50</b>	....	<b>1932</b>
.....	<b>295-C</b>	<b>3.50</b>	....	<b>1933 (911427)</b>
.....*	<b>334-C</b>	<b>4.50</b>	....	<b>1936—Left—Black</b>
.....*	<b>334-D</b>	<b>4.50</b>	....	<b>1936—Right—Black</b>
.....*	<b>339-A</b>	<b>3.50</b>	....	<b>1937 (916561)</b>
.....*	<b>339-B</b>	<b>3.50</b>	....	<b>1937 (916952)</b>
.....	<b>340-A</b>	<b>3.25</b>	....	<b>1938</b>

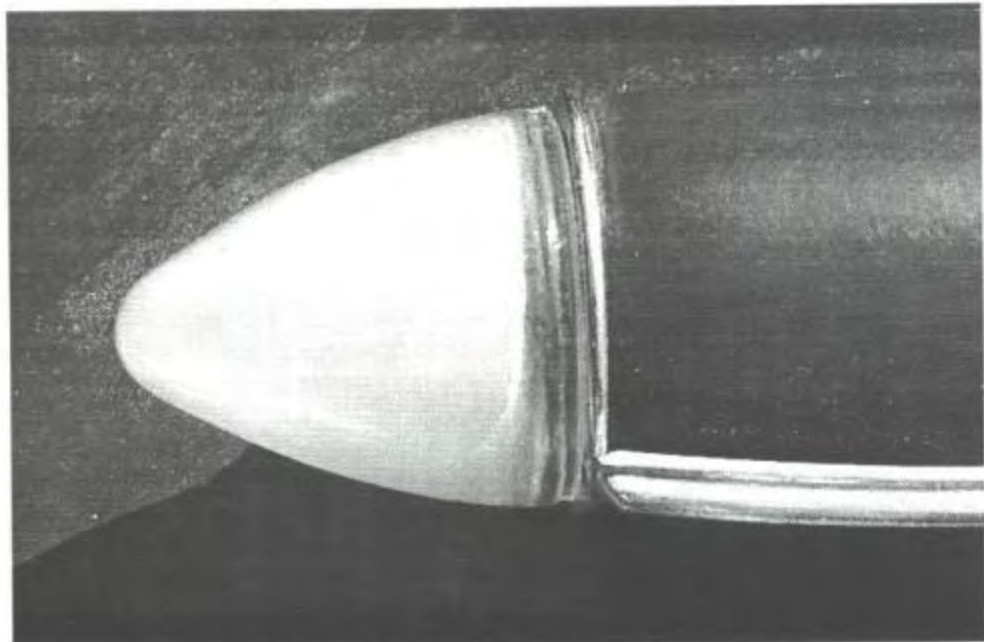
⊕ First type on cars up to frame No. 3085180 Flint and C-3046946 California.  
▼ Second type on cars after frame No. 3085181 Flint and C-3046947 California.

The Master Parts Book indicates that '37 lenses were changed at Frame Numbers 3085180 (Flint) and 3046946 (California). The change cannot be dated precisely, but appears to have taken place approximately one-third of the way through the model year.





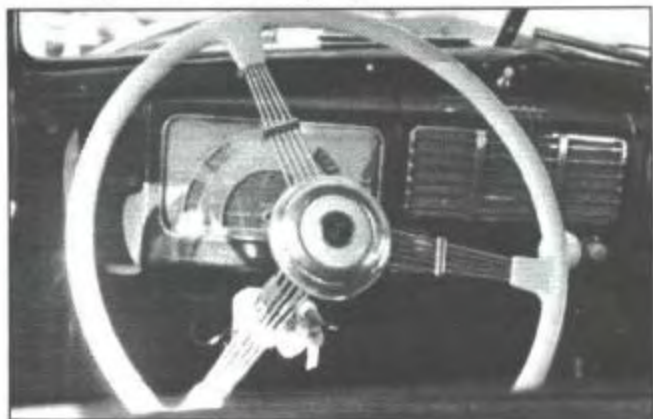
The early '37 lens is blunter than its replacement.



The late '37 lens was carried over into 1938.

Unless you are concerned about perfect authenticity, there is, in my opinion, no need to be concerned about using the later style lenses on a car produced before the change-over. Few people but you will ever know, and even the sharpest of judges is unlikely to compare your lenses, your serial number and the Master Parts book.

A possible exception is cars with the early 1937 steering wheel. To the expert's eye if not the layman's, such a car with late '37 lenses would present a visible anomaly. The early '37 lenses are not reproduced (*to the best of my knowledge*), but might be located at swap meets.



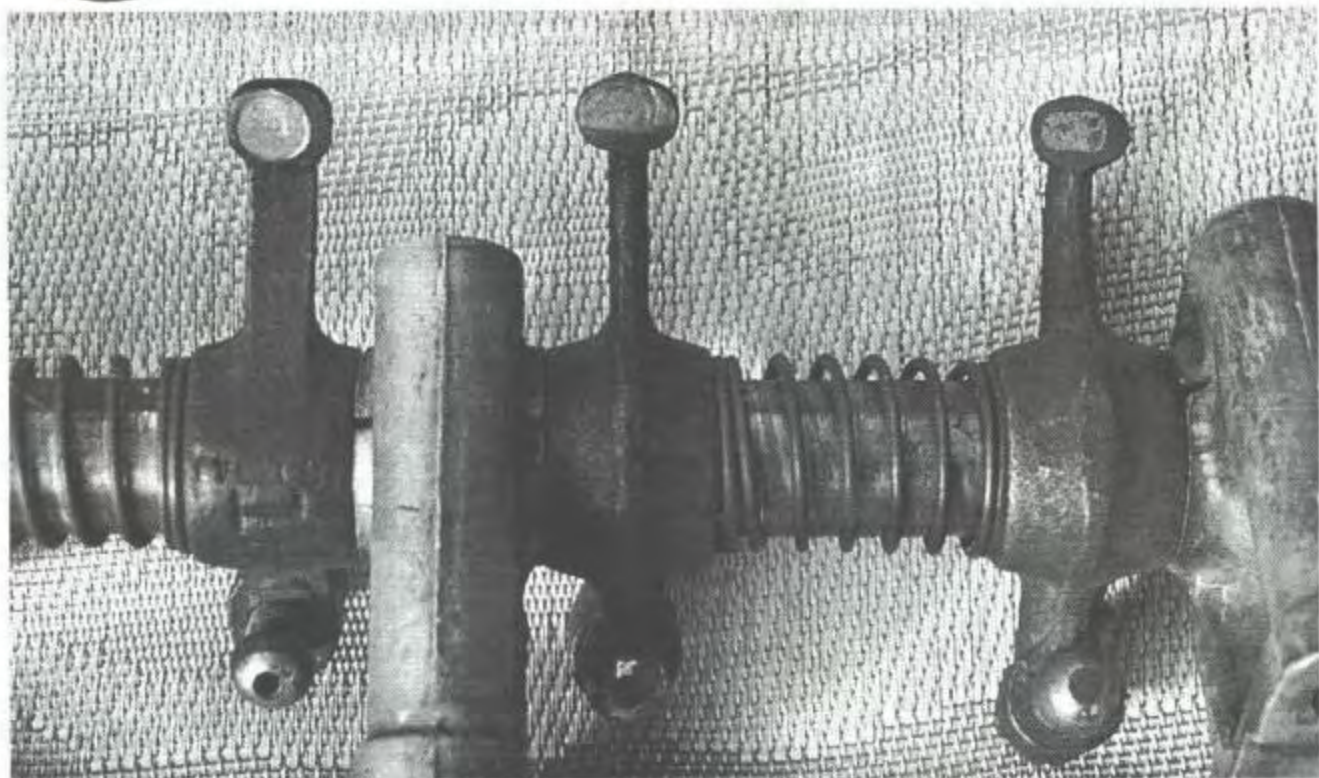




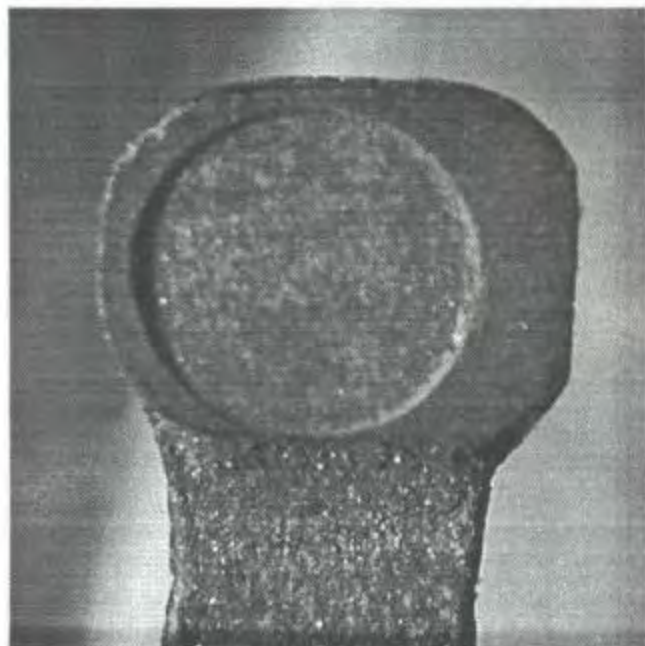
## Technical TIPS

# NOISY ROCKER ARMS

Sam Mahle (#1187)-Pennsylvania



If you have encountered excessive valve tappet noise and have adjusted your valves to the proper clearance to no avail, it may be due to worn rocker arms.



The rocker arms become worn due to wear from the push rods. You can correct this by taking a small grinder to the worn portions of each rocker arm. Then set your clearances and the valve train should be much quieter.



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1938 Special heavy duty oil bath air cleaner .....	\$ 75
1938 Special Stromberg carb AAV1 .....	\$ 75
1937 Special Stromberg carb AA1 .....	\$ 75
(both carbs missing choke cable)	
Set of 8 insert type connecting rods for the 320 cubic inch engine .....	\$225
Timing chain cover with neoprene type seal for the 320 cubic inch engine .....	\$ 25
Front and rear 2 1/4 inch backing plates and drums to convert Specials and Centuries to the bigger 2 1/4 inch brakes .....	\$400

Shipping extra

Bob Pipkin (\*76)  
2516 62nd Ave SE  
Salem, OR 97301  
bcpip@mycidco.com

### • 1938 PARTS (Roadmaster- Model 81)

Bumper brackets .....	\$100 set
Dashboard .....	\$65
E brake handle (bead blstd& painted) .....	\$45
Floor plate @ pedals/steering .....	\$35
Foot rest (rear floor) with brackets .....	\$50
Front seat roller bar .....	\$20
Gas tank straps .....	\$40 pr.
Grille halves (L&R) .....	\$55 pr.
Headlight buckets .....	\$20 ea.
Headliner bows .....	\$40 set
Hood sides .....	\$110 pr.
Hood side Stainless .....	\$40 pr.
Hood top pieces .....	\$135 pr.
Mudguard (inside rear fender) .....	\$40
Nose piece .....	\$45
Pedal assembly .....	\$40
Radiator with headlight panels .....	\$75
Rear window reveal moldings .....	\$50pr.
Running boards (3 sets) prices per set .....	\$60 to \$140
Running board brackets (bd blstd& primed) .....	\$50
Steering column w/ gear box .....	\$125
Timing chain cover .....	\$30
Torque ball cover .....	\$30
Trans. Mount .....	\$45
Valve cover .....	\$65



- Window garnish (inside frames - missing left rear) ..... \$100 set
- **1939 PARTS** (Special- Model 41)
- Air Cleaner, Heavy Duty (bead blasted & primed) ..... \$60
- Belt line Stainless Molding (full set) ..... \$150
- Floor Plate for Steering/Brake/Clutch ..... \$35
- Front Door, Driver's Side ..... \$75
- Front Inner Fenders (pair) ..... \$35
- Hand brake lever ..... \$40
- Headlight Platforms with Brackets (pair) ..... \$20
- Headliner Bows (set of 6) ..... \$45
- Hood Support Arms (pair) ..... \$35
- Master Cylinder ..... \$25
- Mud Shield for Starter ..... \$35
- Oil Dip Stick ..... \$10
- Radio Grille ..... \$30
- Rear Sliders (left & right) ..... \$10 each
- Running Board Brackets (full set) ..... \$50
- Sparkplug Cover ..... \$60
- Steering Column with Gear Box ..... \$125
- Valve Cover ..... \$50
- Window Garnish Moldings (set of 8) ..... \$125
- Windshield Wiper Motor ..... \$25
- **1941-42 PARTS**
- 1941-42 NOS Front Exhaust Manifold Piece ..... \$225
- 1941-42 Carter Carburetors (#510s & 509s) for dual setup-rebuilt ..... \$120
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Australia 1733  
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Benedict Keenan (#1734)  
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Steve Musich (#1735)  
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Chris Fields (#1736)  
326 West Jackson St.  
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Jessie Carper (#1737)  
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Modesto, CA 95355

Donald Bergquist (#1738)  
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Inver Grove Heights, MN 55077

Manuel de Rivas (#1739)  
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Zaragoza - 50014  
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Robert Harmer (#1740)  
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38-46

# Parts WANTED

## • WANTED:

- 16 inch wheels (rims) for a 1938 Buick
  - Excellerator Pedal
- Rick Yost (#1704)  
Westlake Village, CA  
Phone: (805) 374-9093  
E-mail: Rednyld@aol.com

# Cars FOR SALE

## 1937 SPECIAL FOR SALE:

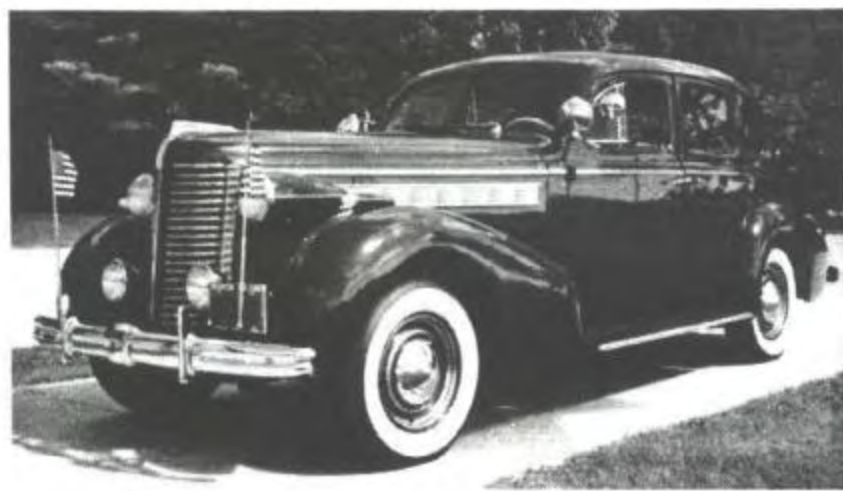
Special 4-Door Sedan Model 4. BCA Senior car, AACA Senior car.

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Dave Powell (#914)\*\*

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Clip-in.....DW-80.....	\$3.50 ft.
Clips.....WC-80.....	\$0.75 ea.

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Clip Type.....DW-369.....	\$2.75 ft.
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## TRUNK SEAL-SEDANS 1/2" Wide;

Ser. 80-90.....TW-371.....	\$44.50
Sedans. 3/4" Wide:	
Ser. 40-60.....TW-371S.....	\$44.50

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Sponge.....TL-369.....	\$2.10 ft.
1/2"x1"x16".....TL-1129.....	\$48.50

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Black.....CB-343BK.....	\$6.75 ea
Brown.....CB-343BN.....	\$7.25 ea

## PEDAL FLOOR SEALS; All Models

FS-375.....	\$12.95 pr.
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## LICENSE PLATE FRAMES. Chromed Brass

LF-333P.....	\$62.00 Pair
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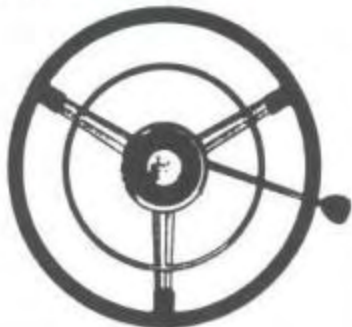
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